

**From:** Jeff Pletyak  
**Sent:** Tuesday, April 05, 2016 6:25 PM  
**To:** Jacki Ayer; Kristina Kulczycki  
**Cc:** atc@actontowncouncil.org; Robert Glaser; evizcarra@lacobos.org; cborzaga@lacobos.org; Emiko Thompson; Dean Lehman; Pat Proano; Andrew Ngumba; Kent Tsujii  
**Subject:** RE: Traffic study done for the Primo Burger project in Acton  
**Attachments:** Primo project description.pdf; Counts.pdf

Jacki

We conferred with the Department of Regional Planning (DRP) regarding the project's proposed land use. DRP provided us with the attached project summary which is accessible by the public at [http://planning.lacounty.gov/assets/upl/case/r2014-00881\\_hearing\\_package.pdf](http://planning.lacounty.gov/assets/upl/case/r2014-00881_hearing_package.pdf).

#### Retail Trip Generation

Upon comparing the attached project summary to the project's Traffic Impact Analysis (TIA), we have the following:

- The TIA forecasted the project's trip generation based on the land use and size described in the attached project summary.
- The Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition, defines a Specialty Retail Center land use (Code 826) as generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods, and services such as real estate offices, dance studios, florists, and small restaurants.
- To calculate the trips generated by the proposed 6,000 square-foot retail building, the TIA utilized the trip rates for the Specialty Retail Center land use (Code 826) included in the ITE Trip Generation Manual, Ninth Edition.
- Based on our research of all retail-related land-use codes within the ITE Trip Generation Manual, we concur the use of Specialty Retail center land use (Code 826) to be appropriate.

#### Traffic Signal Warrant Analysis

The TIA determined there is no nexus to require a traffic signal warrant analysis, based on the following:

- The project is not expected to have a significant transportation impact at the study intersections in accordance with the County's Traffic Impact Analysis Report Guidelines.
- The nexus for requiring a project to conduct a traffic signal warrant analysis is based on the following process:
  - A finding is made that the project is expected to have a significant transportation impact.
  - A conceptual design plan is prepared to provide the additional capacity at the intersection to mitigate the project's significant transportation impact (i.e., restripe roadway to provide more travel and/or turning lanes).
  - A review of the conceptual signing/stripping design plan is conducted to analyze the need for additional traffic control devices (ie. stop signs, traffic signals, or roundabouts).

#### Peak-Hour Traffic Counts

Attached for your reference are 12-hour traffic volume counts taken at the intersection of Crown Valley Road at Antelope Woods Road in September 2015, and at Crown Valley Road at Sierra Highway in December 2012. Please note the attached counts identified the a.m. peak hour for both intersections as 7:30 to 8:30 a.m., and the p.m. peak hour for both intersections as 2:15 p.m. to 3:15 p.m. To address your concerns about peak hour traffic conditions in the Acton area, we conducted a level of service at the two above-mentioned intersections which analyzed potential traffic impacts with the peak level of project-generated trips and other related project-generated trips distributed during p.m. peak hour of 2:15 to 3:15 p.m. Based on these level of service analyses, the project is not expected to have a significant transportation impact at the two intersections in accordance with the County's Traffic Impact Analysis Report Guidelines.

If you have any follow up questions or would like to meet in person to discuss further, please reply back to me or contact me at (626) 300-4721.

Jeffrey Pletyak  
Traffic Studies, Section Head  
Traffic and Lighting Division  
(626) 300-4721

**From:** Jacki Ayer [mailto:airspecial@aol.com]  
**Sent:** Monday, April 04, 2016 11:25 AM  
**To:** Emiko Thompson; Kristina Kulczycki  
**Cc:** atc@actontowncouncil.org; Robert Glaser; Jeff Pletyak; evizcarra@lacbos.org; cborzaga@lacbos.org  
**Subject:** Re: Traffic study done for the Primo Burger project in Acton

Dear Ms. Thompson and Ms. Kulczycki;

This email is being submitted on behalf of the Acton Town Council

It has been more than 5 weeks since you were notified regarding the errors in the Primo Burger traffic study and its fundamental inconsistency with DRP's analysis of the project. Yet, none of these concerns are reflected in the records compiled for this project, and they have certainly not been addressed by any county staff member. In case it was not clear, here are the issues:

DPW assumed a "specialty retail" traffic profile for the retail space (see page 10) apparently based on the assumption that a "feed store" would be operated in the retail space. HOWEVER, DRP REFUSES to condition the retail space accordingly. THEREFORE, the traffic impact analysis DOES NOT represent the actual project that is being approved.

IN ADDITION, DPW refuses to prepare a Traffic Signal Warrant Analysis that is REQUIRED by the County's own Traffic Impact Analysis Guidelines Document.

These concerns were publicly discussed at length at the Acton Town Council meeting on March 15, and the community was informed that these issues would be properly addressed by county staff. It is disappointing to see that they appear to have been entirely ignored.

Given that the hearing for this project is scheduled for Wednesday, I trust that these issues will be addressed *forthwith* and that the record will clearly articulate and properly reflect these concerns

Regards

Jacqueline Ayer  
Correspondence Secretary  
The Acton Town Council

-----Original Message-----

From: Emiko Thompson <ETHOMP@dpw.lacounty.gov>  
To: Jacki Ayer <airspecial@aol.com>  
Cc: atc <atc@actontowncouncil.org>; Robert Glaser <rglaser@planning.lacounty.gov>; Kristina Kulczycki <kkulczycki@planning.lacounty.gov>; Jeff Pletyak <JPLETY@dpw.lacounty.gov>  
Sent: Mon, Feb 29, 2016 3:11 pm  
Subject: RE: Traffic study done for the Primo Burger project in Acton

Jacki,

We'll look into the concerns you expressed below regarding the traffic study for the proposed Primo Burger drive thru in Acton, and get back to you.

Thank you.

**Emiko Thompson**  
Principal Engineer  
County of Los Angeles Dept of Public Works  
Traffic & Lighting Division  
(626) 300-4713  
[ethomp@dpw.lacounty.gov](mailto:ethomp@dpw.lacounty.gov)

**From:** Jacki Ayer [<mailto:airspecial@aol.com>]  
**Sent:** Monday, February 29, 2016 2:55 PM  
**To:** Emiko Thompson; Robert Glaser; Kristina Kulczycki  
**Cc:** [atc@actontowncouncil.org](mailto:atc@actontowncouncil.org)  
**Subject:** Traffic study done for the Primo Burger project in Acton

Dear Ms. Thompson;

I have reviewed portions of the traffic study conducted for the proposed Primo Burger drive thru project in Acton, and have some concerns. First, I noted that the traffic consultant uses a "Specialty Retail" trip generation factor even though the project application does not reflect any "specialty retail" uses. The "Specialty Retail" trip generation factor results in a daily trip projection of only 266, while the standard "Retail" trip generation factor results in a daily trip projection of nearly 1,100. This assumption substantially underpredicts the traffic profile and provides an inaccurate traffic impact assessment. As I understand it, DRP does not intend to condition the project for any "Special Retail" uses, therefore DPW cannot approve a traffic study that assumes a "Specialty Retail" trip generation factor. I spoke with the planner (Ms. Kulczycki) regarding this issue in early February; she was under the impression that the applicant planned to open a feed store. However, I pointed out that (while the original 2006 application was for a feed store) the current application now pending before the county does not include any specific retail businesses at all.

I am also concerned that the traffic study ignores the recorded tract map creating 120+ residential lots on Crown Valley just down the street from the Primo Burger project. I mentioned this to Ms. Kulczycki in early February as well, but do not know if she has raised this issue with you yet.

It also appears that the consultant simply "assumed" that peak AM traffic occurs between 7-9 and peak PM occurs between 4-6 and did not collect any data to confirm this assumption.

Additionally, the applicant made a commitment to the ATC in 2014 that the traffic study prepared for the proposed Primo Burger project would consider the intersection of Antelope Woods and Crown Valley (adjacent to the High Desert Middle School). However, the traffic study for the Primo Burger project that was approved by DPW omitted this crucial intersection.

For these reasons, I urge DPW to rescind its approval of the Primo Burger traffic study and direct the consultant to prepare a proper traffic study that relies on 1) accurate trip generation factors which actually represent the unlimited retail project being considered by the RPC; 2) accurate peak AM and PM traffic conditions that are confirmed by a complete dataset collected over a 24 hour period; 3) a cumulative traffic impact analysis of the 120+ residential lots created by the recorded Casden Tract Map; and 4) properly considers that Antelope Woods/Crown Valley intersection.

Thank you

Jacqueline Ayer  
Acton resident



Department of Regional Planning  
320 West Temple Street  
Los Angeles, California 90012

**PROJECT NUMBER**

R2014-00881-(5)

**HEARING DATE**

4/6/16

**REQUESTED ENTITLEMENTS**

Conditional Use Permit No. 201400037

Environmental Assessment No. 201400078

## PROJECT SUMMARY

**OWNER / APPLICANT**

Joanna and Doug Gaudi / Robert Friedman

**MAP/EXHIBIT DATE**

10/1/15

**PROJECT OVERVIEW**

The applicant is requesting a Conditional Use Permit to construct a 6,000-square-foot retail building containing three tenant spaces, a 3,300-square-foot restaurant with a drive-through, and a 1,600-square-foot accessory storage building. The property is currently vacant. The site plan depicts fewer trees than are required by the C-RU zone within the setback area; however, staff recommends a reduction to this requirement in light of the current water shortage issue in southern California, particularly in Antelope Valley.

**LOCATION**

Vacant Property, Acton

**ACCESS**

Sierra Highway

**ASSESSORS PARCEL NUMBER(S)**

3217-021-022

**SITE AREA**

1.95 Acres

**GENERAL PLAN / LOCAL PLAN**

Antelope Valley Area Plan

**ZONED DISTRICT**

Soledad

**LAND USE DESIGNATION**

CR- Rural Commercial

**ZONE**

C-RU-DP (Rural Commercial-Development Program)

**PROPOSED UNITS**

N/A

**MAX DENSITY/UNITS**

N/A

**COMMUNITY STANDARDS DISTRICT**

Acton

**ENVIRONMENTAL DETERMINATION (CEQA)**

Negative Declaration

**KEY ISSUES**

- Consistency with the Los Angeles County General Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.56.040 (Conditional Use Permit Burden of Proof Requirements)
  - 22.44.126 (Acton CSD requirements)

**CASE PLANNER:**

Kristina Kulczyk

**PHONE NUMBER:**

(213) 974 - 6443

**E-MAIL ADDRESS:**

kkulczyk@planning.lacounty.gov

# Los Angeles County Department of Public Works

## Turning Movement Count

Report ID: 857

Run Date: 4/5/16 4:14 PM

Count Date: 9/22/2015 Tuesday

Conditions:

Int.: CROWN VALLEY ROAD at ANTELOPE WOODS ROAD

North Approach:	CROWN VALLEY ROAD	South Approach:	CROWN VALLEY ROAD
East Approach:	ANTELOPE WOODS ROAD	West Approach:	ANTELOPE WOODS ROAD

Peak Time: 7:30 AM Intersection Peak Volume Total: 564									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	231	92%	135	58%	96	42%	0	0%
	Trk	20	8%	12	60%	8	40%	0	0%
	Tot	251	100%	147	59%	104	41%	0	0%
S	Car	180	95%	9	5%	129	72%	42	23%
	Trk	9	5%	0	0%	9	100%	0	0%
	Tot	189	100%	9	5%	138	73%	42	22%
E	Car	108	92%	21	19%	0	0%	87	81%
	Trk	9	8%	1	11%	1	11%	7	78%
	Tot	117	100%	22	19%	1	1%	94	80%
W	Car	7	100%	2	29%	0	0%	5	71%
	Trk	0	0%	0		0		0	
	Tot	7	100%	2	29%	0	0%	5	71%

Six-Hour Average Hourly Volume Total: 310									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	129	91%	66	51%	63	49%	0	0%
	Trk	13	9%	6	46%	6	46%	1	8%
	Tot	142	100%	72	51%	69	49%	1	1%
S	Car	108	93%	2	2%	91	84%	15	14%
	Trk	8	7%	0	0%	8	100%	0	0%
	Tot	116	100%	2	2%	99	85%	15	13%
E	Car	45	94%	9	20%	0	0%	36	80%
	Trk	3	6%	0	0%	0	0%	3	100%
	Tot	48	100%	9	19%	0	0%	39	81%
W	Car	3	75%	1	33%	0	0%	2	67%
	Trk	1	25%	1	100%	0	0%	0	0%
	Tot	4	100%	2	50%	0	0%	2	50%

Peak Time: 7:30 AM North Approach Total Intersection: 564									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	231	92%	135	58%	96	42%	0	0%
	Trk	20	8%	12	60%	8	40%	0	0%
	Tot	251	100%	147	59%	104	41%	0	0%
S	Car	180	95%	9	5%	129	72%	42	23%
	Trk	9	5%	0	0%	9	100%	0	0%
	Tot	189	100%	9	5%	138	73%	42	22%
E	Car	108	92%	21	19%	0	0%	87	81%
	Trk	9	8%	1	11%	1	11%	7	78%
	Tot	117	100%	22	19%	1	1%	94	80%
W	Car	7	100%	2	29%	0	0%	5	71%
	Trk	0	0%	0		0		0	
	Tot	7	100%	2	29%	0	0%	5	71%

Peak Time: 7:00 AM East Approach Total Intersection: 542									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	218	91%	136	62%	82	38%	0	0%
	Trk	21	9%	11	52%	9	43%	1	5%
	Tot	239	100%	147	62%	91	38%	1	0%
S	Car	156	94%	9	6%	103	66%	44	28%
	Trk	10	6%	0	0%	10	100%	0	0%
	Tot	166	100%	9	5%	113	68%	44	27%
E	Car	125	98%	20	16%	0	0%	105	84%
	Trk	3	2%	0	0%	0	0%	3	100%
	Tot	128	100%	20	16%	0	0%	108	84%
W	Car	9	100%	3	33%	0	0%	6	67%
	Trk	0	0%	0		0		0	
	Tot	9	100%	3	33%	0	0%	6	67%

Peak Time: 7:30 AM South Approach Total Intersection: 564									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	231	92%	135	58%	96	42%	0	0%
	Trk	20	8%	12	60%	8	40%	0	0%
	Tot	251	100%	147	59%	104	41%	0	0%
S	Car	180	95%	9	5%	129	72%	42	23%
	Trk	9	5%	0	0%	9	100%	0	0%
	Tot	189	100%	9	5%	138	73%	42	22%
E	Car	108	92%	21	19%	0	0%	87	81%
	Trk	9	8%	1	11%	1	11%	7	78%
	Tot	117	100%	22	19%	1	1%	94	80%
W	Car	7	100%	2	29%	0	0%	5	71%
	Trk	0	0%	0		0		0	
	Tot	7	100%	2	29%	0	0%	5	71%

Peak Time: 7:00 AM West Approach Total Intersection: 542									
App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	218	91%	136	62%	82	38%	0	0%
	Trk	21	9%	11	52%	9	43%	1	5%
	Tot	239	100%	147	62%	91	38%	1	0%
S	Car	156	94%	9	6%	103	66%	44	28%
	Trk	10	6%	0	0%	10	100%	0	0%
	Tot	166	100%	9	5%	113	68%	44	27%
E	Car	125	98%	20	16%	0	0%	105	84%
	Trk	3	2%	0	0%	0	0%	3	100%
	Tot	128	100%	20	16%	0	0%	108	84%
W	Car	9	100%	3	33%	0	0%	6	67%
	Trk	0	0%	0		0		0	
	Tot	9	100%	3	33%	0	0%	6	67%

Pedestrian Volumes 6-Hour Total						
Ped	N	S	Tots N-S	E	W	Tots E-W
Adult	3	1	4	0	0	0
Child	0	0	0	0	0	0

Left Turn Peak Quarter		
App	Began	Tot Left
N	7:30 AM	63
S	7:30 AM	7
E	7:30 AM	12



## Los Angeles County Department of Public Works

## Turning Movement Count

Report ID: 858

Run Date: 4/5/16 5:10 PM

Count Date: 9/21/2015 Monday

Conditions:

Int.: CROWN VALLEY ROAD at ANTELOPE WOODS ROAD

North Approach: CROWN VALLEY ROAD  
East Approach: ANTELOPE WOODS ROAD

South Approach: CROWN VALLEY ROAD  
West Approach: ANTELOPE WOODS ROAD

Peak Time: 2:15 PM Intersection Peak Volume Total: 502										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	191	92%	66	35%	123	64%	2	1%	
	Trk	17	8%	4	24%	13	76%	0	0%	
	Tot	208	100%	70	34%	136	65%	2	1%	
S	Car	165	92%	1	1%	147	89%	17	10%	
	Trk	14	8%	0	0%	13	93%	1	7%	
	Tot	179	100%	1	1%	160	89%	18	10%	
E	Car	100	90%	33	33%	1	1%	66	66%	
	Trk	11	10%	0	0%	0	0%	11	100%	
	Tot	111	100%	33	30%	1	1%	77	69%	
W	Car	4	100%	2	50%	0	0%	2	50%	
	Trk	0	0%	0		0		0		
	Tot	4	100%	2	50%	0	0%	2	50%	

Six-Hour Average Hourly Volume Total: 428										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	199	93%	82	41%	116	58%	1	1%	
	Trk	15	7%	4	27%	10	67%	1	7%	
	Tot	214	100%	86	40%	126	59%	2	1%	
S	Car	151	94%	1	1%	134	89%	16	11%	
	Trk	10	6%	0	0%	9	90%	1	10%	
	Tot	161	100%	1	1%	143	89%	17	11%	
E	Car	46	90%	15	33%	0	0%	31	67%	
	Trk	5	10%	0	0%	0	0%	5	100%	
	Tot	51	100%	15	29%	0	0%	36	71%	
W	Car	1	50%	0	0%	0	0%	1	100%	
	Trk	1	50%	1	100%	0	0%	0	0%	
	Tot	2	100%	1	50%	0	0%	1	50%	

Peak Time: 4:30 PM North Approach Total Intersection: 439										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	227	93%	98	43%	127	56%	2	1%	
	Trk	16	7%	7	44%	9	56%	0	0%	
	Tot	243	100%	105	43%	136	56%	2	1%	
S	Car	146	97%	0	0%	136	93%	10	7%	
	Trk	5	3%	0	0%	5	100%	0	0%	
	Tot	151	100%	0	0%	141	93%	10	7%	
E	Car	38	86%	14	37%	0	0%	24	63%	
	Trk	6	14%	0	0%	0	0%	6	100%	
	Tot	44	100%	14	32%	0	0%	30	68%	
W	Car	0	0%	0		0		0		
	Trk	1	100%	1	100%	0	0%	0	0%	
	Tot	1	100%	1	100%	0	0%	0	0%	

Peak Time: 2:00 PM East Approach Total Intersection: 496										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	203	92%	87	43%	114	56%	2	1%	
	Trk	18	8%	6	33%	12	67%	0	0%	
	Tot	221	100%	93	42%	126	57%	2	1%	
S	Car	142	92%	1	1%	122	86%	19	13%	
	Trk	12	8%	0	0%	11	92%	1	8%	
	Tot	154	100%	1	1%	133	86%	20	13%	
E	Car	106	90%	33	31%	1	1%	72	68%	
	Trk	12	10%	0	0%	0	0%	12	100%	
	Tot	118	100%	33	28%	1	1%	84	71%	
W	Car	3	100%	1	33%	0	0%	2	67%	
	Trk	0	0%	0		0		0		
	Tot	3	100%	1	33%	0	0%	2	67%	

Peak Time: 2:45 PM South Approach Total Intersection: 432										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	186	94%	55	30%	129	69%	2	1%	
	Trk	11	6%	2	18%	9	82%	0	0%	
	Tot	197	100%	57	29%	138	70%	2	1%	
S	Car	194	96%	1	1%	174	90%	19	10%	
	Trk	9	4%	0	0%	8	89%	1	11%	
	Tot	203	100%	1	0%	182	90%	20	10%	
E	Car	26	90%	9	35%	0	0%	17	65%	
	Trk	3	10%	0	0%	0	0%	3	100%	
	Tot	29	100%	9	31%	0	0%	20	69%	
W	Car	3	100%	1	33%	0	0%	2	67%	
	Trk	0	0%	0		0		0		
	Tot	3	100%	1	33%	0	0%	2	67%	

Peak Time: 2:15 PM West Approach Total Intersection: 502										
App	Veh	Vol		Left Turns		Through		Right Turns		
N	Car	191	92%	66	35%	123	64%	2	1%	
	Trk	17	8%	4	24%	13	76%	0	0%	
	Tot	208	100%	70	34%	136	65%	2	1%	
S	Car	165	92%	1	1%	147	89%	17	10%	
	Trk	14	8%	0	0%	13	93%	1	7%	
	Tot	179	100%	1	1%	160	89%	18	10%	
E	Car	100	90%	33	33%	1	1%	66	66%	
	Trk	11	10%	0	0%	0	0%	11	100%	
	Tot	111	100%	33	30%	1	1%	77	69%	
W	Car	4	100%	2	50%	0	0%	2	50%	
	Trk	0	0%	0		0		0		
	Tot	4	100%	2	50%	0	0%	2	50%	

Pedestrian Volumes 6-Hour Total							
Ped	N	S	Tots N-S	E	W	Tots E-W	Total
Adult	1	2	3	0	4	4	7
Child	0	0	0	0	0	0	0

Left Turn Peak Quarter		
App	Began	Tot Left
N	2:00 PM	39
S	4:00 PM	4
E	2:15 PM	27
W	4:30 PM	1

Run Date: 4/5/2016

Los Angeles County Department of Public Works

Manual Traffic Count Summary

Report ID: 1921

Run Time: 5:31 PM Count Date: 12/20/2012 Thursday Conditions:

Int: SIERRA HIGHWAY at CROWN VALLEY ROAD

North Approach: SIERRA HIGHWAY  
East Approach: CROWN VALLEY ROADSouth Approach: SIERRA HIGHWAY  
West Approach: CROWN VALLEY ROAD

Pg.1

Peak time: 07:30 am Intersection Peak Volume Total: 869

App	Veh	Vol	Left Turns	Through	Right Turns
N	Car	283	92%	131	46%
N	Trk	24	8%	11	46%
N	Tot	307	100%	142	46%
S	Car	151	92%	16	11%
S	Trk	14	8%	0	0%
S	Tot	165	100%	16	10%
E	Car	264	86%	134	51%
E	Trk	42	14%	21	50%
E	Tot	306	100%	155	51%
W	Car	83	91%	10	12%
W	Trk	8	9%	1	13%
W	Tot	91	100%	11	12%

Six-Hour Average Hourly Volume

Total: 447

App	Veh	Vol	High 8	%	Left Turns	Through	Right Turns
N	Car	164		90%	73	45%	82
N	Trk	19		10%	9	49%	8
N	Tot	182			82	45%	90
S	Car	63		88%	6	10%	21
S	Trk	9		12%	1	11%	2
S	Tot	72			7	10%	23
E	Car	172		87%	87	51%	22
E	Trk	25		13%	12	49%	5
E	Tot	197			99	50%	27
W	Car	54		84%	11	21%	31
W	Trk	10		16%	2	20%	6
W	Tot	64			13	20%	37

Peak time: 07:00 am North Approach Total Intersection: 783

App	Veh	Vol	Left Turns	Through	Right Turns
N	Car	334	94%	124	37%
N	Trk	20	6%	10	50%
N	Tot	354	100%	134	38%
S	Car	104	93%	13	13%
S	Trk	8	7%	0	0%
S	Tot	112	100%	13	12%
E	Car	205	89%	112	55%
E	Trk	26	11%	12	46%
E	Tot	231	100%	124	54%
W	Car	75	87%	11	15%
W	Trk	11	13%	3	27%
W	Tot	86	100%	14	16%

Peak time: 07:30 am East Approach Total Intersection: 869

App	Veh	Vol	Left Turns	Through	Right Turns
N	Car	283	92%	131	46%
N	Trk	24	8%	11	46%
N	Tot	307	100%	142	46%
S	Car	151	92%	16	11%
S	Trk	14	8%	0	0%
S	Tot	165	100%	16	10%
E	Car	264	86%	134	51%
E	Trk	42	14%	21	50%
E	Tot	306	100%	155	51%
W	Car	83	91%	10	12%
W	Trk	8	9%	1	13%
W	Tot	91	100%	11	12%

Peak time: 07:30 am South Approach Total Intersection: 869

App	Veh	Vol	Left Turns	Through	Right Turns
N	Car	283	92%	131	46%
N	Trk	24	8%	11	46%
N	Tot	307	100%	142	46%
S	Car	151	92%	16	11%
S	Trk	14	8%	0	0%
S	Tot	165	100%	16	10%
E	Car	264	86%	134	51%
E	Trk	42	14%	21	50%
E	Tot	306	100%	155	51%
W	Car	83	91%	10	12%
W	Trk	8	9%	1	13%
W	Tot	91	100%	11	12%

Peak time: 07:15 am West Approach Total Intersection: 837

App	Veh	Vol	Left Turns	Through	Right Turns
N	Car	313	95%	135	43%
N	Trk	18	5%	10	56%
N	Tot	331	100%	145	44%
S	Car	125	91%	14	11%
S	Trk	13	9%	0	0%
S	Tot	142	100%	14	10%
E	Car	232	87%	124	53%
E	Trk	34	13%	14	41%
E	Tot	266	100%	138	52%
W	Car	85	91%	11	12%
W	Trk	8	9%	2	22%
W	Tot	93	100%	13	13%

## Pedestrian Volumes 6-Hour Total

Ped	N	S	Tot N-S	E	W	Tot E-W	Total
Adult	3	3	6	4	1	5	11
Child	0	1	1	0	0	0	1

## Crossing Guard Study Data

Appr	Peak Hr	Adults	Childs	Appr Total
N-S	10:30 am	3	1	65
E-W	9:15 am	4	0	54

## Left Turn Peak Quarter

App	Began	Tot Left
N	07:30 am	45
S	07:30 am	6
E	07:45 am	73
W	10:00 am	9

## Estimated 24 Hour Volumes

	North Bd	South Bd	Total	East Bd	West Bd	Total
North Leg	1947	3336	5282	2957	3711	6668
South Leg	1308	3838	5144	1167	779	1947

North Approach: SIERRA HIGHWAY  
 East Approach: CROWN VALLEY ROAD

South Approach: SIERRA HIGHWAY  
 West Approach: CROWN VALLEY ROAD

Pg.1

Peak time: 02:15 pm Intersection Peak Volume Total: 935

App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	204	92%	92	45%	90	44%	22	11%
N	Trk	18	8%	8	44%	8	50%	1	6%
N	Tot	222	100%	100	45%	98	45%	23	10%
S	Car	172	91%	18	10%	82	48%	72	42%
S	Trk	18	9%	0	0%	8	28%	13	72%
S	Tot	190	100%	18	9%	87	46%	85	45%
E	Car	358	91%	183	51%	58	16%	115	32%
E	Trk	34	9%	18	56%	10	29%	5	15%
E	Tot	390	100%	202	52%	68	17%	120	31%
W	Car	118	87%	31	27%	64	55%	21	18%
W	Trk	17	13%	4	24%	12	71%	1	6%
W	Tot	133	100%	35	26%	76	57%	22	17%

Six-Hour Average Hourly Volume Total: 609

App	Veh	Vol	High 8	%	Left Turns		Through		Right Turns	
N	Car	150		92%	69	46%	60	40%	21	13%
	Trk	13		8%	6	47%	5	40%	1	8%
	Tot	162			75	48%	65	40%	21	13%
S	Car	141		91%	11	8%	73	52%	57	40%
	Trk	14		9%	1	7%	6	42%	7	49%
	Tot	155			12	8%	79	51%	63	41%
E	Car	283		91%	124	47%	52	20%	87	33%
	Trk	28		9%	18	58%	6	22%	5	18%
	Tot	281			140	48%	58	20%	92	32%
W	Car	81		86%	20	25%	50	62%	11	12%
	Trk	13		14%	2	16%	9	71%	1	8%
	Tot	94			22	24%	59	63%	11	12%

Peak time: 02:15 pm North Approach Total Intersection: 935

App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	204	92%	92	45%	90	44%	22	11%
N	Trk	18	8%	8	44%	8	50%	1	6%
N	Tot	222	100%	100	45%	98	45%	23	10%
S	Car	172	91%	18	10%	82	48%	72	42%
S	Trk	18	9%	0	0%	8	28%	13	72%
S	Tot	190	100%	18	9%	87	46%	85	45%
E	Car	358	91%	183	51%	58	16%	115	32%
E	Trk	34	9%	18	56%	10	29%	5	15%
E	Tot	390	100%	202	52%	68	17%	120	31%
W	Car	118	87%	31	27%	64	55%	21	18%
W	Trk	17	13%	4	24%	12	71%	1	6%
W	Tot	133	100%	35	26%	76	57%	22	17%

Peak time: 02:15 pm East Approach Total Intersection: 935

App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	204	92%	92	45%	90	44%	22	11%
N	Trk	18	8%	8	44%	8	50%	1	6%
N	Tot	222	100%	100	45%	98	45%	23	10%
S	Car	172	91%	18	10%	82	48%	72	42%
S	Trk	18	9%	0	0%	8	28%	13	72%
S	Tot	190	100%	18	9%	87	46%	85	45%
E	Car	358	91%	183	51%	58	16%	115	32%
E	Trk	34	9%	18	56%	10	29%	5	15%
E	Tot	390	100%	202	52%	68	17%	120	31%
W	Car	118	87%	31	27%	64	55%	21	18%
W	Trk	17	13%	4	24%	12	71%	1	6%
W	Tot	133	100%	35	26%	76	57%	22	17%

Peak time: 02:45 pm South Approach Total Intersection: 842

App	Veh	Vol		Left Turns		Through		Right Turns	
N	Car	168	92%	78	47%	67	41%	20	12%
N	Trk	14	8%	7	50%	5	36%	2	14%
N	Tot	178	100%	85	47%	72	40%	22	12%
S	Car	198	91%	22	11%	104	53%	69	35%
S	Trk	18	9%	1	5%	7	37%	11	58%
S	Tot	214	100%	23	11%	111	52%	80	37%
E	Car	294	92%	148	51%	51	17%	94	32%
E	Trk	27	8%	12	44%	5	33%	6	22%
E	Tot	321	100%	161	50%	60	19%	100	31%
W	Car	113	88%	32	28%	61	54%	20	18%
W	Trk	15	12%	3	20%	11	73%	1	7%
W	Tot	128	100%	35	27%	72	56%	21	16%

Peak time: 02:15 pm West Approach Total Intersection: 935

App	Veh	Vol	Left Turns	Through	Right Turns				
N	Car	204	92%	92	45%	90	44%	22	11%
N	Trk	18	8%	8	44%	8	50%	1	6%
N	Tot	222	100%	100	45%	98	45%	23	10%
S	Car	172	91%	18	10%	82	48%	72	42%
S	Trk	18	9%	0	0%	8	28%	13	72%
S	Tot	190	100%	18	9%	87	46%	85	45%
E	Car	358	91%	183	51%	58	16%	115	32%
E	Trk	34	9%	18	56%	10	29%	5	15%
E	Tot	390	100%	202	52%	68	17%	120	31%
W	Car	118	87%	31	27%	64	55%	21	18%
W	Trk	17	13%	4	24%	12	71%	1	6%
W	Tot	133	100%	35	26%	76	57%	22	17%

Pedestrian Volumes 6-Hour Total

Ped	N	S	Tot N-S	E	W	Tot E-W	Total
Adult	3	3	6	3	8	11	17
Child	39	0	39	0	0	0	39

Crossing Guard Study Data

Appr	Peak Hr	Adults	Chlds	Appr Total
N-S	2:15 pm	0	33	186
E-W	2:45 pm	5	0	132
E-W	12:30 pm	5	0	132

Left Turn Peak Quarter

App	Began	Tot Left
N	02:15 pm	30
S	02:45 pm	9
E	02:15 pm	65
W	12:00 pm	13

Estimated 24 Hour Volumes

	<u>North Bd</u>	<u>South Bd</u>	<u>Total</u>		<u>East Bd</u>	<u>West Bd</u>	<u>Total</u>
North Leg	3505	2917	6422	East Leg	3582	5227	8809
South Leg	2790	3930	6721	West Leg	1719	1635	3354